

**Amfleet**

The 492 cars purchased by Amtrak, the National Railroad Passenger Corporation, are for use in mainline service in the United States. The cars, interior and exterior, are similar in design and appearance to the Metroliner coaches and snack/bar coaches presently in operation in the Northeast Corridor.

The new cars are designed for high-speed, locomotive-hauled service at speeds up to 120 MPH. The 492 cars consist of 406 Amcoaches and 86 Amcafe cars.

Amfleet trains are operated with energy-saving electric locomotives between Washington, D.C. and New Haven, Conn., and specially designed diesel-electric locomotives between New Haven, Conn., Boston, Mass.

Amtrak's new Amfleet equipment will replace virtually all daylight equipment in the Eastern corridor by January 1, 1977...Amcafe cars as well Amcoaches.

The 85-foot-long Amcoaches and Amcafe food service coaches are designed for maximum passenger comfort at high operating speeds. Each car incorporates all federal railroad safety standards and is backed by the latest in railroad technology.

New Amcoach seats are designed for flexibility of capacity and maximum relaxation. Each seat is wider than the normal first class aircraft seat...richly upholstered and fully-reclining with spacious center arm rests, with fold-down tables for seat-side dining. For extra light, just flip on the individual, adjustable reading lights above your seat.

All Amfleet cars include sound facilities for taped music, train announcements and crew communications. Thermal and acoustical insulation provide an exceptionally quiet interior and minimize the transfer of heat through the car body.

Spacious, color-coordinated, carpeted interiors and an air and coil spring suspension system offer maximum passenger comfort at high operating speeds. Each Amcoach and Amcafe food service coach features fluorescent lighting, electric heating and air conditioning, tinted windows.

Prompt, courteous service is available to passengers purchasing hot and cold food and beverages. Each Amcafe food service coach is equipped with a full complement of preparation equipment, including microwave and holding ovens, beverage dispensers, coffee makers, dry and refrigerator/freezer storage areas and work and serving counters.

Length over Couplers.....85'4"

Width.....10'6"

Rail to Roof Top.....12'8"

Rail to Step Level.....17"

Rail to Vestibule Floor.....51 1/2"

Tare .....106,000 to 110,000 lbs



Amtrak has taken delivery of its first new generation of Amfleet cars. The arrival of the Amfleet II cars will reduce the average age of Amtrak's equipment to 3.3 years. This counts the rebuilt Heritage fleet as being "new". Thus, Amtrak will have the most modern fleet of intercity rail passenger equipment of any major country. The new cars are being built by Budd.

The Amfleet II cars are being delivered in two different types - 125 coaches and 25 lounges. The new Amfleet cars differ from the first Amfleet cars in several respects. The window glass is 22% larger with the size of each window being  $\frac{1}{2}$  inch higher and  $3\frac{1}{2}$  inches lower. Each coach seats 59 people including one seat for handicapped passengers. The new seats will not have the "wing backs" like the first series due to complaints from passengers. Each seat will feature leg and foot rests, reading lights and a fold down tray table.

The major external difference is that the Amfleet II cars have only one vestibule. Since they will operate on long distance trains there was no need to allow for rapid, high volume loading and unloading. The vestibule doors will have a sliding window which will drop down so that train crewmen can pick up orders and inspect the train without having to completely open the door.

The cafe-lounge cars resemble Amdinette cars except they have booths at one end and lounge seating at the other. The galley includes a grill to allow more variety of foods to be prepared. The cars are designed to provide supplementary food service on long distance trains to augment the regular diner.

The Amfleet II cars are being delivered in sets of one food service car for every five coaches so sets can be put in service. Delivery is expected to be completed by July 1982.

#### **Amfleet I**

- 270 leg rest coaches
- 90 high capacity coaches
- 37 Amdinettes and Amlounges
- 53 Amcafe
- 32 Amclub/coach
- 8 Amclub

#### **Amfleet II**

- 125 leg-rest coaches
- 25 cafe-lounges





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# Digging into the Archives: Introducing Amfleet

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October 9, 2012

Updating the existing fleet of passenger cars and locomotives was one of Amtrak's biggest challenges as it assumed responsibility for America's intercity passenger rail system. In preparation for the start of service in May 1971, Amtrak [handpicked approximately 1,200 cars](#) from a total pool of 3,000 held by the two dozen railroads that had been relieved of their passenger service obligations. Almost 90 percent of the cars chosen by Amtrak were either constructed of, or sheathed in, stainless steel, which meant lower maintenance costs.

Not surprisingly, Amtrak gravitated towards newer cars such as those belonging to the Atchison, Topeka and Santa Fe Railway (ATSF) and the Union Pacific (UP). From the former, it purchased 447 units, including 73 Hi-Level coaches, diners and lounges that were on average 10 years old. These well-maintained bi-level cars, popular with Western travelers, would become the basis for Amtrak's new Superliner cars that entered the design process in 1973. The newest cars came from the UP, including coaches constructed as recently as 1965.

Mechanical and electrical overhauls were needed on roughly a third of the fleet, as were refurbishments to the interiors. Half of the cars were deployed on busy Eastern and Midwestern routes. In addition to much-used coaches, Amtrak bought 90 [dome cars](#), 188 luxury coaches, 244 overnight coaches with leg-rests, 288 [sleeping cars](#), 50 lounge cars and 140 [dining cars](#) of differing configurations.



Although much effort was put into modernizing the cars and painting them in the official Amtrak color scheme, the company began planning for the purchase of brand new stainless steel single-level and bi-level cars. The new single-level cars, later known as Amfleet I, were based on the design of the [Metroliner](#). It was used as a prototype due to its popularity among travelers on the high-speed, luxury service between Washington and New York. Starting in 1974, Amtrak would order 492 Amfleet cars; that year's *Annual Report* touted their "Floor tracks permitting variable seat spacing and other configuration changes [that] will allow us to maximize revenue as well as to provide varying interior arrangements." Meanwhile, 57

new unpowered *Metroliner*-type cars were ordered from the Budd Company to augment those already in use. To move the cars, 11 electric locomotives were also ordered.

Amtrak proudly proclaimed 1975 as "The Year of the Amfleet." A two-page spread in the *Annual Report* featured photos of the Amfleet at work: a coach attendant stands tall and proud by the door; a café server shows off the new food offerings; business persons enjoy a drink in the club car; and a tired little boy curls up for a nap in his comfortable seat. By December, the Budd Company produced a finished Amfleet car every working day.

Designed to reach speeds of up to 120 mph, the tubular cars were covered in ridged stainless steel. Measuring 85'4" long over the couplers and 10'6" wide, Amcoaches weighed 106,000 pounds with Amcafes 4,000 pounds heavier. [The Amfleet featured five car configurations:](#)

- Amcoach (84 seats), primarily used in corridor service
- Amcoach (60 seats), used on long-distance routes
- Amcafe (56 seats), featuring a food service counter in the center of the car with seating at

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## Monthly archive

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both ends

- Amdinette, which was a conventional Amfleet food service car with a diner section of eight tables occupying one-half of the car
- Amclub, which had coach seating in one half, a standard food service unit in the center and two-by-one club car seating on the other end

At the close of 1976, Amfleet equipment had spread beyond the East Coast and Midwest and was in use in California on the *San Diegan* (Los Angeles-San Diego) route; therefore, most short-haul trains employed the new cars. The Phase I paint scheme then in effect included wide red and blue stripes separated by a thin white line along the rows of windows on each side of the car. Amtrak's inverted arrow logo was also prominent.

Amtrak attributed ridership increases to passengers curious about trying out the Amfleet equipment. Advertisements touted the cars' "dual temperature control system...plush carpeting...and wider, more comfortable reclining seats to relax in." Drop-down tray tables allowed passengers to "...eat, drink or even get some work done, right at

your seat." Interiors employed the bold color schemes and patterns characteristic of the 1970s. In the timetables, *Metroliner Service* had long been designated by a special symbol as well as a callout in the column; [now "Amfleet Service" was also highlighted to distinguish daily trains](#) <sup>67</sup>, such as the 164 (*New Yorker*), that used the equipment.

On-board crews trained to become familiar with the new car layouts. According to the *Fiscal Year 1976 Annual Report*, "Approximately 200 service attendants [this year] received the two-day Amfleet training program. This prepares attendants to serve in Amcafe cars by familiarizing them with the new equipment, proper storage and stocking procedures and good customer relations." More efficient food service standards were instituted to take advantage of pre-portioned servings, frozen-food items and automatic beverage dispensing.

A year later, three overnight trains were equipped with Amfleet cars: the *Panama Limited* (Chicago-New Orleans); *James Whitcomb Riley* (Washington-Chicago); and *Inter-American* (Chicago-Laredo, Texas). To ensure compatibility with the Amfleet equipment, a few dozen sleeping cars used on those trains were converted from steam heat to electric power. By the close of 1977, the Budd Company had delivered the 406 Amcoaches and 86 Amcafes, and they were quickly pressed into service. Amtrak President and CEO Alan Boyd noted that because the bi-level Superliners did not arrive in 1978 as originally planned, there was a "...forced reassignment of Amfleet equipment to routes for which it was not designed...as older conventional cars have become increasingly unreliable an increasing number of long-distance trains have been changed to Amfleet operation."



[Amdinette at Philadelphia, 1970s.](#)

Approaching close to four decades of service to America's Railroad and its passengers, the gleaming Amfleet has itself become a symbol for Amtrak, particularly for travelers east of the Mississippi River.

In addition to the above links, sources consulted include:

[Museum of Railway Timetables](#) <sup>68</sup>

National Railroad Passenger Corporation. *Annual Reports* for fiscal years 1975-1980.

National Railroad Passenger Corporation. [Version 3.1 Amtrak Fleet Strategy: Building a Sustainable Fleet for the Future of America's Intercity and High-Speed Passenger Railroad](#). <sup>69</sup> Washington, DC: 2012

April 2013 (2)

March 2013 (3)

February 2013 (2)

January 2013 (4)

December 2012 (2)

November 2012 (2)

October 2012 (1)

September 2012 (2)

August 2012 (3)

July 2012 (2)

June 2012 (1)

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From Wikipedia, the free encyclopedia



- Amfleet** is a fleet of single-level intercity railroad [passenger cars](#) built by the [Budd Company](#) for [Amtrak](#) in the late 1970s and early 1980s. Budd based the Amfleet design on its earlier [Metroliner](#) electric multiple unit. They were the first new locomotive-hauled cars ordered by Amtrak. Today, Amfleet cars are used extensively throughout the Amtrak system outside the eastern and western [United States](#) and form the backbone of Amtrak's single-level fleet.

- 1 History
- 2 Usage
- 3 Car types
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- 5 Specifications and build
- 6 References
- 7 External links

See also: *Heritage Fleet*

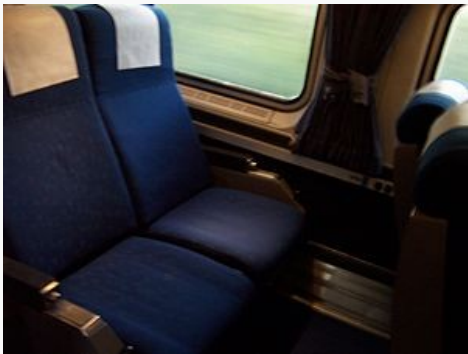
- 54 "Amcafe" cafe cars with 51 coach seats and a snack bar in the middle
- 37 "Amdinette" cafe/dining cars with a snack bar, eight four-person booths and 23 coach seats
- 40 "Amclub" club/parlor cars with a snack bar, 18 club seats and 23 coach seats
- 90 "Amcoach" long-distance coaches with 60 seats
- 271 "Amcoach" short-distance coaches with 84 seats

Amtrak followed up in 1981–1983 with a second order, dubbed "Amfleet II". This order consisted of 150 cars.<sup>[3]:194</sup>

- Amfleet**



## Amfleet I coaches at Iselin, NJ



### Amfleet coach seats

<b>In service</b>	1975–present (Amfleet I) 1981–present (Amfleet II)
<b>Manufacturer</b>	<b>Budd Company</b>
<b>Built at</b>	Red Lion, PA
<b>Family name</b>	<b>Budd Metroliner</b>
<b>Number built</b>	492 (Amfleet I) 150 (Amfleet II)
<b>Formation</b>	single car
<b>Fleet numbers</b>	25000-25124, 28000-28024, 43344-43397, 48140-48197, 81500-81551, 82500-82999, 85999
<b>Capacity</b>	Up to 84 seats
<b>Operator(s)</b>	<b>Amtrak</b>
<b>Specifications</b>	
<b>Car body construction</b>	<b>Stainless steel</b>
<b>Car length</b>	85 ft (25.91 m)
<b>Width</b>	9 ft 11.5 in (3.035 m)
<b>Height</b>	12 ft 8 in (3.861 m)
<b>Floor height</b>	4 ft 3.5 in (1.308 m)
<b>Platform height</b>	4 ft 3.5 in (1.308 m)
<b>Doors</b>	Amfleet I: 2 pairs end doors, automatic operation Amfleet II: 1 pair end door, manual operation
<b>Maximum speed</b>	125 miles per hour (201 km/h)



The Amfleet II cars were intended to replace rolling stock on Amtrak long-distance trains, featuring larger windows, more legroom, and folding legrests.<sup>[4]</sup>

## Usage [edit]

Because Amfleet cars can fit through the tunnels and under catenary of the northeastern United States, Amtrak uses them heavily in that area.

Amfleet rolling stock mostly disappeared from service in California when the San Joaquins switched to the Horizon Fleet in the 1990s and then to "California Cars" later in the decade. The San Diegans also stopped using the *Amfleet* when their Pacific Surfliner cars were delivered (with the exception of a single trainset that runs during the Del Mar Racetrack season in July and August, and during Thanksgiving week). The Pacific Northwest Cascades now use Talgo train sets instead of Amfleet.

## Car types [edit]



Each type of Amfleet, I and II, currently is composed of coaches and food service cars. Amfleet IIs include lounge cars. Amfleet I cars can be identified by having vestibules at both ends of the cars; Amfleet II cars have a single vestibule.<sup>[5]:120</sup> North American standard (120 V, 60 Hz) electrical outlets are provided in most cars of both types. Amfleet I cars are mostly used on corridor trains in the northeast, such as the Downeaster or Northeast Regional; Amfleet II cars are used on long-distance trains, such as the Cardinal or Silver Star.

Amfleet I coaches are configured as either Regional coach class (72 seats per car, with 2x2 seating) or business class (62 seats per car, with 2x2 seating). Amfleet I food service cars are either Club-Dinettes or Full-Dinettes. Club-Dinettes have 6 tables at one end and a snack bar in the middle, followed by 18 business class seats (1x2 seating). Some tables may be used by train crew members for paperwork. Full-Dinettes have tables on both sides of the snack bar. Table seats in food service cars are not sold and may be used by any passenger.

An Amfleet II coach seats 60 passengers (2x2 seating). Amfleet II food service cars are referred to as Diner-Lites to distinguish them from other types of Amtrak dining cars. When first delivered, the Diner-Lites were configured as *Amfleet II Lounge* containing 17 lounge seats on one end, a snack bar in the middle, and 8 tables at the other end of the car. Some cars were later rebuilt with an enclosed smoking room in place of the lounge seats. All Amlounge IIs were later converted to Diner-Lites between 2006-2010 with additional tables added where the lounge seats once were and increased food service capability (including new ovens).

In the late 1970s Amtrak to converted two Amfleet coaches (#22900 and #22901) into sleepers. Two prototype Superliner roomette modules were installed, displacing twelve seats. The cars were used on the Washington—Cincinnati Shenandoah. Regular sleepers returned to the Shenandoah in 1979 and the two coaches were returned to a standard configuration. These conversions were termed "Ampad".<sup>[6]:69[7]</sup>

## Paint schemes [edit]

*Main article: Amtrak paint schemes*

Amfleet I cars are the only Amtrak rolling stock to have carried all five normal paint schemes. These paint schemes are referred to as "Phases". Phase I-painted Amfleet cars had large red and blue stripes around the windows with thin white stripes on each end of the pattern, and featured the original Amtrak logo on one end of the car.

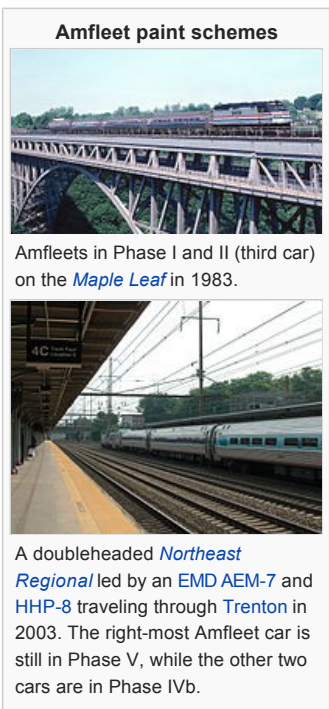
Amtrak's Phase II paint scheme eliminated the arrow logo. The Amtrak logo and coach number were printed in white.

Phase III paint featured stripes that border the windows, and had equal-width red, white, and blue stripes. The Phase III paint scheme marked a switch to black Amtrak logos and coach numbers.

Phase IV (aka "NortheastDirect") paint departed more noticeably from the previous designs. This scheme consists of a large blue stripe outlining the windows, and smaller red and white stripes above the blue stripe. On more recently painted cars, a red reflective stripe runs along the bottom of the car.

For a short period of time in the early 2000s, some Amfleet cars were painted in the Phase V style, also known as the Acela Phase. The Acela paint scheme varied depending upon the type of car, with the different types having different colored "splotches" on them. The Coach class cars were decorated by a turquoise window stripe and a darker-shaded turquoise splotch, and the Business class cars were decorated by a navy blue window stripe with a light-turquoise splotch. Cafe cars were decorated with light-turquoise splotches and navy blue window stripes, and instead of a window where the snack bar was, there was a splotch of spring green.

<b>Weight</b>	106,000 pounds (48,000 kg) (coach) <div>110,000 pounds (50,000 kg) (cafe)</div>
<b>Power supply</b>	480 V AC
<b>Train heating</b>	Electric heat and air conditioning
<b>Bogies</b>	Budd Pioneer
<b>Braking system (s)</b>	<span>Pneumatic</span> , 2 <span>tread</span> and 2 <span>disc</span> per axle.
<b>Coupling system</b>	AAR type H
<b>Track gauge</b>	4 <span> </span> ft 8 <span><span>1</span><span>⁄</span><span>2</span></span> <span> </span> in (1,435 <span> </span> mm) <span>standard gauge</span>



All active Amfleet cars are currently painted in the Phase IVb scheme, which is Phase IV with the newer Amtrak logo.

## Specifications and build [edit]

Amfleet cars are largely based upon the 1966 **Metroliner** design and were originally designed to operate at speeds up to 120 mph (193 km/h).<sup>[1]</sup>

An Amfleet car is 12 feet 8 inches (3,860 mm) tall (relative to the railhead), 10 feet 6 inches (3,200 mm) wide, and 85 feet 4 inches (26,010 mm) in length over the **vestibule** diaphragm faceplates. The **carbody** itself is built up from **spot-welded stainless steel** sections, resulting in an exceptionally strong structure that is resistant to corrosion. Due to the length of the car, a noticeable arch is built into the carbody to prevent sagging when carrying a full passenger load.

A cafe car weighs about 110,000 pounds (50,000 kg), while a coach weighs approximately 106,000 pounds (48,000 kg). Amfleet seats have swing-down tray-tables for at-seat food service, overhead and underseat luggage storage (similar to that on a commercial **airliner**), and all cars (including cafes) are equipped with at least one **restroom**. **Electric heating** and **air conditioning**, operated by **head-end power** from the **locomotive**, are used to maintain passenger comfort.<sup>[8]</sup>

A feature inherited from older Budd-built cars is the use of dual **disc brakes** on each **axle**, with electronic **anti-slide** controls to prevent wheel lockup during full service or emergency brake applications. Although this braking system is more costly than the traditional wheel tread shoe braking design, experience has shown it to be a better-performing and lower maintenance alternative.

## References [edit]

- ↑ <sup>*a b c*</sup> Amtrak. "Digging into the Archives: Introducing Amfleet" . Retrieved June 8, 2014.
- ↑ <sup>*a b*</sup> "August and September in Amtrak History"  (PDF). *Amtrak Ink* **15** (8): 20. August–September 2010.
- ↑ <sup>*a b*</sup> Simon, Elbert; Warner, David C. (2011). *Amtrak by the numbers: a comprehensive passenger car and motive power roster, 1971-2011*. Kansas City, MO: White River Productions. ISBN 978-1-932804-12-9. OCLC 837623640 .
- ↑ "Amtraking"  (PDF). *Trainmaster* (Pacific Northwest Chapter of the National Railway Historical Society) (244). November 1981.
- ↑ Foster, Gerald L. (1996). *A Field Guide to Trains of North America* . Boston: Houghton Mifflin. ISBN 0-395-70112-0. OCLC 33242919 .
- ↑ Sanders, Craig (2006). *Amtrak in the Heartland*. Bloomington, IN: Indiana University Press. ISBN 0-253-34705-X. OCLC 61499942 .
- ↑ "Amfleet Cars" . *The Wilmington Chapter NRHS Official Newsletter* **32** (3). July 2009.
- ↑ Information Sheet Produced in 1977


## External links [edit]

- Amtrak Photo Archives
- Graphics showing Amfleet

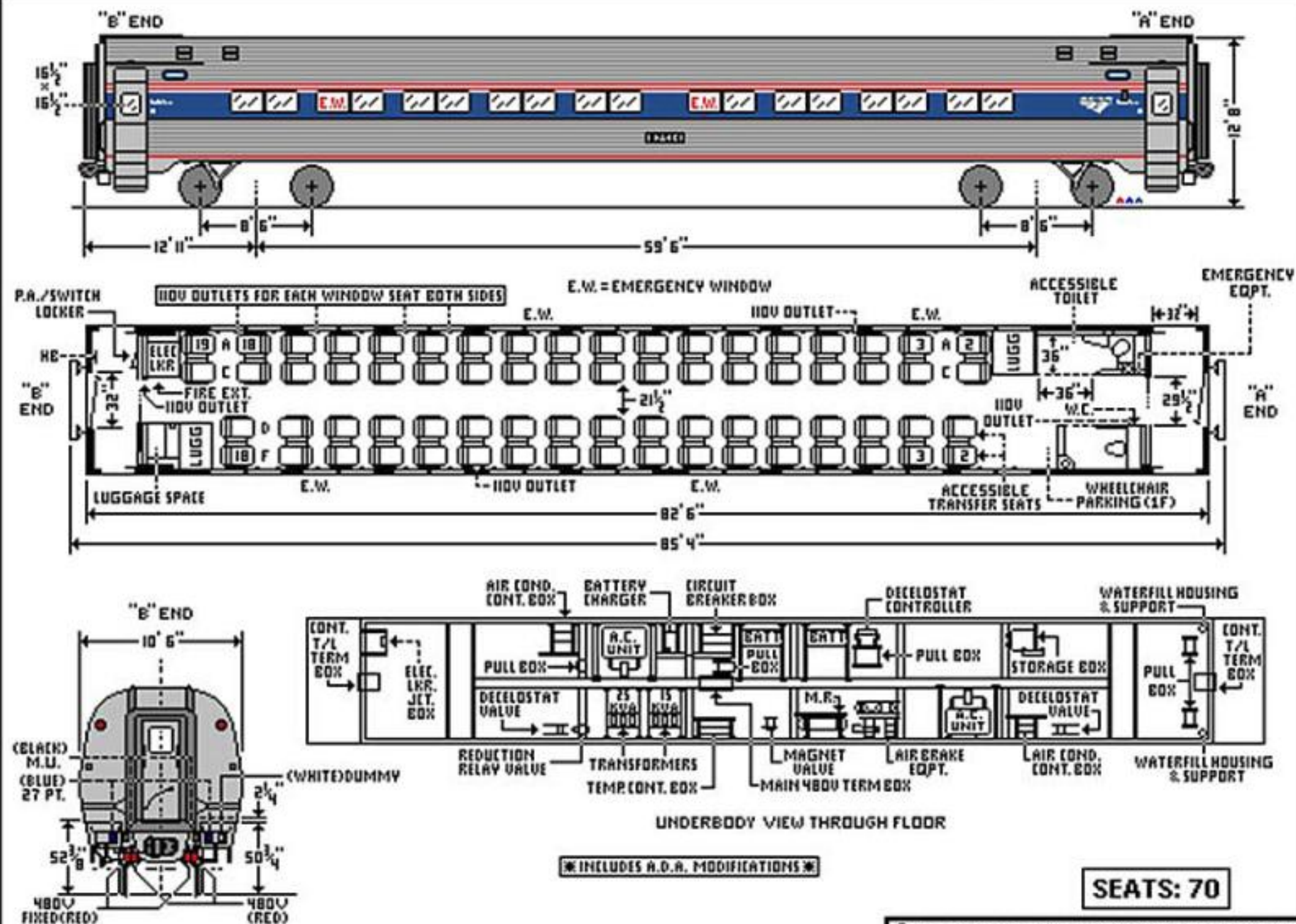


Wikimedia Commons has media related to ***Amfleet** passenger cars*.

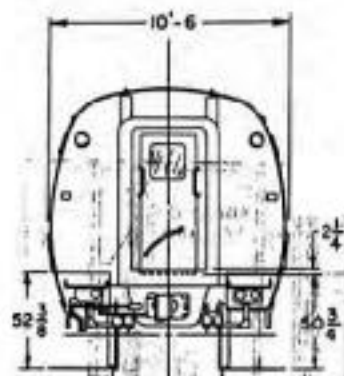
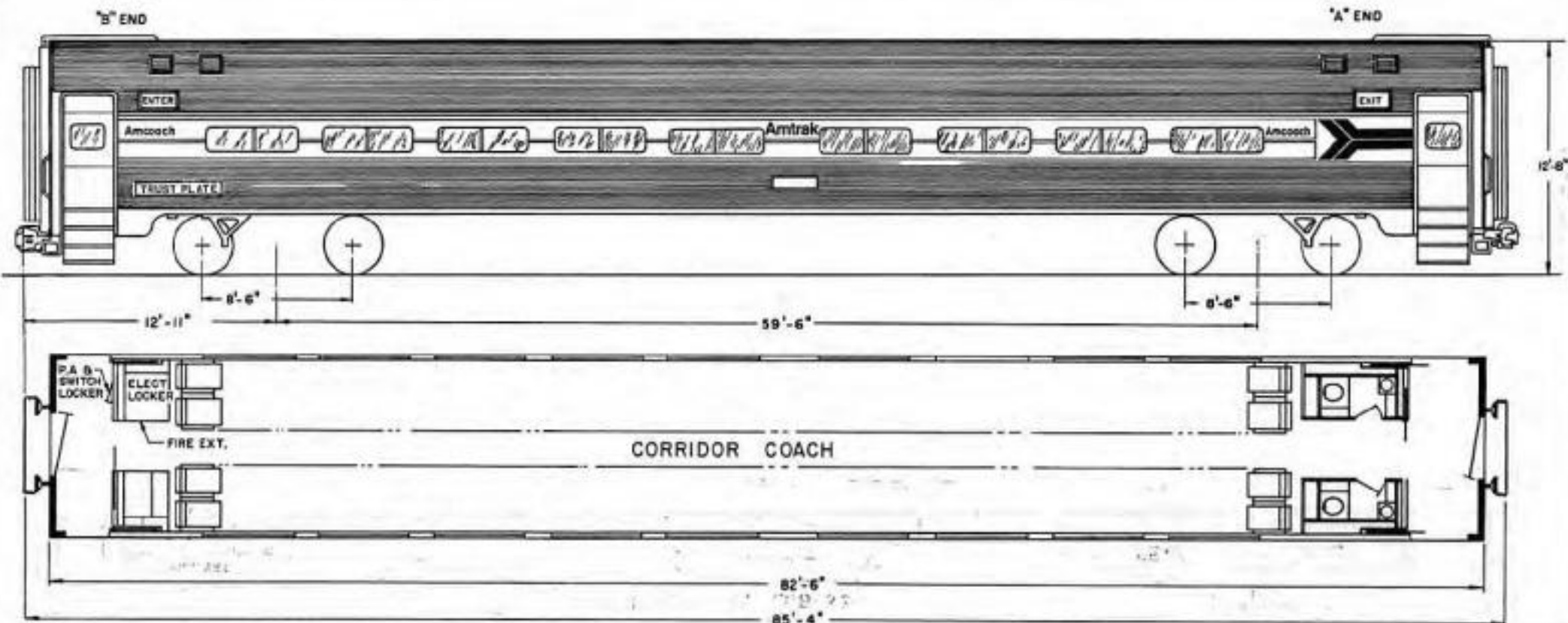
V · T · E · <span>Amtrak rolling stock</span>		
Railcars/Trainsets	<b>Amfleet</b> · <b>Horizon</b> · <b>Superliner</b> · <b>Viewliner</b> · <b>California Car</b> · <b>Surfliner</b> · <b>Talgo</b> · <b>Acela Express</b> · <b>Metroliner cab car</b> · <b>Comet IB</b> · <b>Heritage Fleet</b> · <b>Auto Train Autorack</b> ·	
Diesel locomotives	GE Genesis P40DC · GE Genesis P42DC · EMD F59PHI · GE P32-8WH · EMD GP38H-3 · <b>Siemens Charger</b> (2015) ·	
Dual-Mode locomotives	GE Genesis P32AC-DM ·	
Electric locomotives	EMD AEM-7 · <b>Siemens ACS-64</b> ·	
Work locomotives	EMD GP38 · EMD MP15 · EMD SW1 · EMD SW1000R · EMD SW1001 · EMD SW1500 · GE 80t · MPI GP15 · MPI MP14B / MP21B ·	
Former locomotives	Diesel	EMD E8 / E9 · EMD F3B / F7 / FP7 · EMD SDP40F · GE P30CH · EMD F40PH / F40PHR · EMD F69PHAC · <b>Bombardier LRC</b> (trainset) · <b>Budd RDC</b> (DMU) ·
	Dual-Mode	EMD FL9 ·
	Electric	PRR GG1 · GE E60 · <b>Bombardier HHP-8</b> ·
	Gas Turbine	UAC TurboTrain (trainset) · <b>ANF/Rohr Turboliner</b> (trainset) ·
	Work locomotives	ALCO RS-1 / RS-3 · ALCO S-2 · EMD CF7 · EMD GP7 / GP9 · EMD GP40 · EMD SSB1200 · EMD SW8 · GE 45t / 65t · Railpower GG20B · PRR E44 (electric) ·


V · T · E · <span>Rolling stock manufactured by the Budd Company</span>	
Streamliners	<i>Flying Yankee</i> · <i>General Pershing Zephyr</i> · <i>Keystone</i> · <i>Pioneer Zephyr</i> · <i>Roger Williams</i> ·
Multiple units	CB class · CTA 2200 Series · CTA 2600 Series · M1/M3 · M2 · Metroliner · 1100 class · PATCO Speedliner · Pioneer III · R11 · R32 · Rail Diesel Car (RDC) · Silverliner · SPV-2000 · <b>Universal Transit Vehicle</b> ·
Passenger stock	<b>Amfleet</b> · <b>Big Dome</b> · <b>Château series</b> · <b>Great Dome</b> · <b>Hi-Level</b> · <b>Manor series</b> · <b>Pacific series</b> · <b>Park series</b> · <b>Slumbercoach</b> · <b>Strata-Dome</b> · <b>Skyline series</b> · <b>Viewliner</b> · 

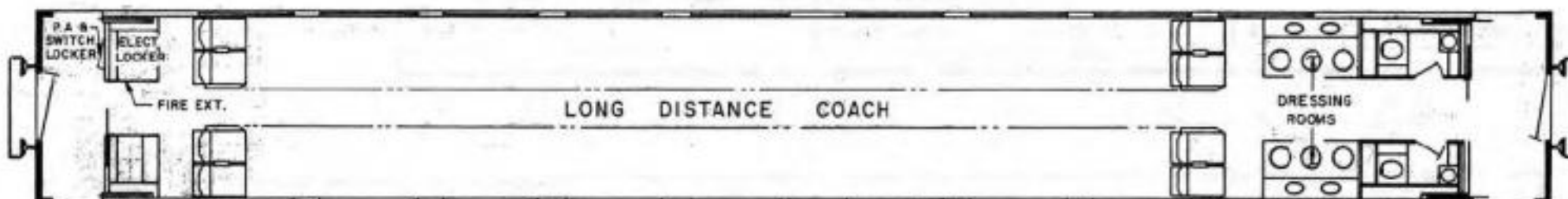
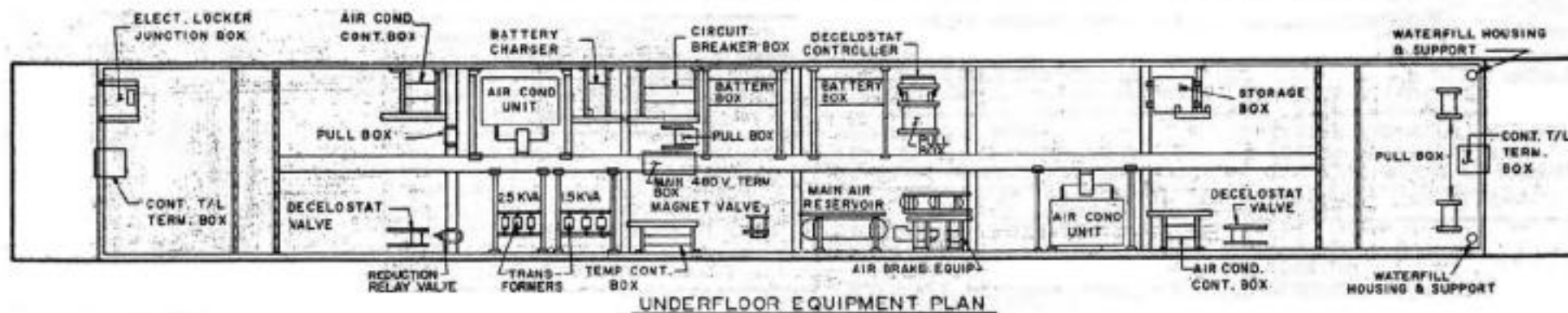
Categories: Amtrak rolling stock | Budd Company | Rail passenger cars of the United States | 1975 introductions







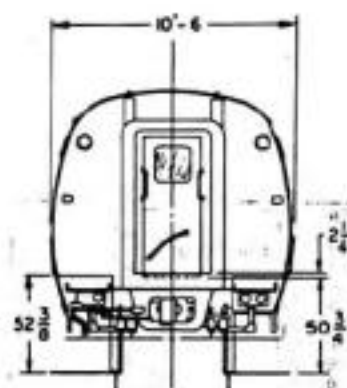
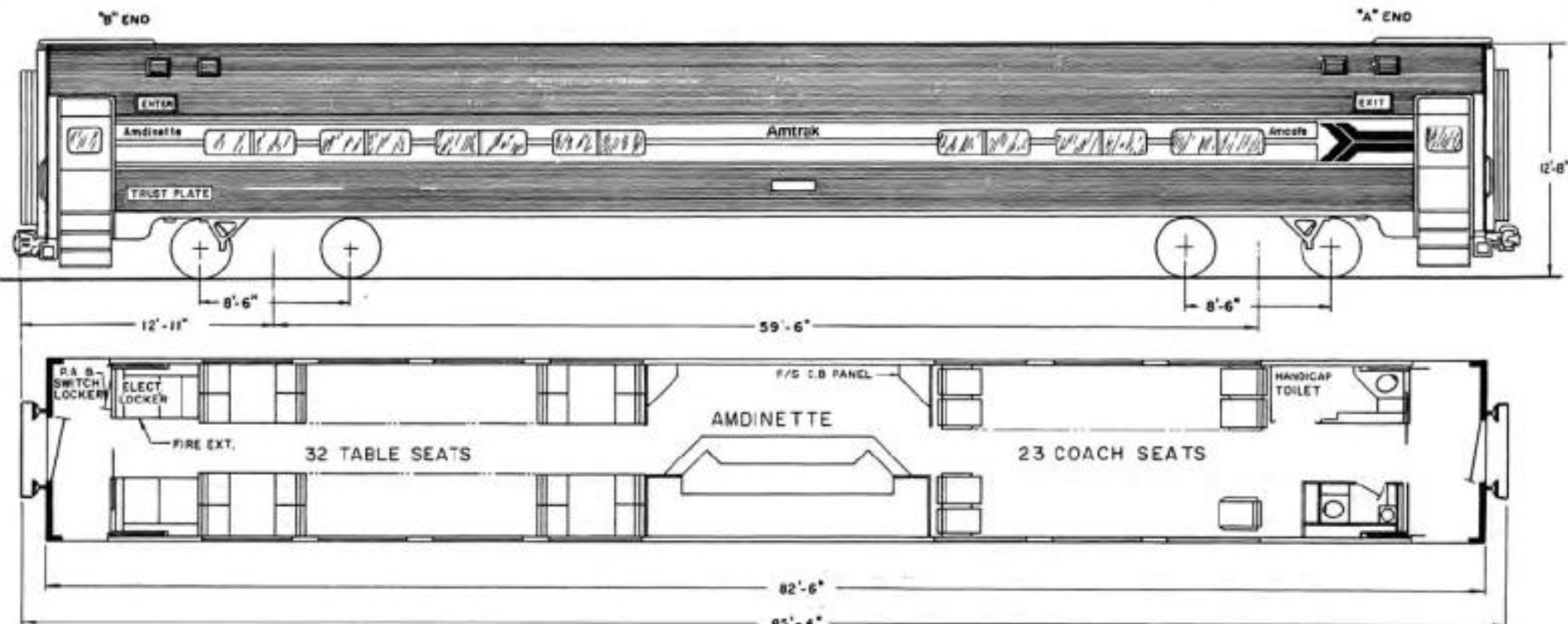
SPECIFICATION DATA			
TYPE: <i>AMCOACH</i> BUILDER: <i>BUDD</i> LOT N <sup>o</sup> : <i>9696-760</i> FOR: <i>AMTRAK</i> DATE: <i>JUNE, 1977</i> BODY CONSTRUCTION: <i>STAINLESS STEEL</i> REVENUE CAPACITY: <i>CORRIDOR - 84</i> REVENUE CAPACITY: <i>LONG DIST. - 60/52</i> CAR C.G. - <i>60.4</i>		BRAKES: <i>DISC</i> SCHEDULE: <i>CS-1</i> CONTROL VALVE TYPE: <i>26-C</i> QUICK SERVICE: <i>A-1</i> RELAY VALVE TYPE: <i>J-1</i> ANTI-SLIDE TYPE: <i>WABCO-E5</i> CYLINDER SIZE: <i>8 IN.</i> PAD: <i>UIC TYPE 400 SQ. CM - 25MM THK.</i> HAND BRAKE: <i>PEACOCK 1040-I-NS</i>	
TRUCK TYPE: <i>COIL &amp; AIR SPRINGS</i> WHEEL DIA: <i>36 IN.</i> CLASS: <i>BR</i> JNL SIZE: <i>6-1/2 X 12</i> BRG: <i>AP-CLASS</i> BOLSTER SPRING N <sup>o</sup> : <i>12A-4000001</i> SHOCKS: VERT. N <sup>o</sup> : <i>20A-4000004</i> LATL. N <sup>o</sup> : <i>20A-4000006</i> WEIGHT: A' END <i>52,000</i> B' END <i>51,760</i>		HEATING, VENTILATING & AIR CONDITIONING TYPE: <i>ELECTRO-MECHANICAL</i> CONTROLS: <i>VAPOR</i> HEATING TYPE: <i>FORCED AIR-ELECTRIC</i> A.C. TYPE: <i>ELECTRO-MECHANICAL</i> CAR N <sup>o</sup> s: <i>20011-20213 21180-21399</i> <i>21046-21179</i> VENDOR: <i>SAFETY</i> <i>YORK</i> MODEL N <sup>o</sup> : <i>257</i> COMP. N <sup>o</sup> : <i>83740</i>	
DRAFT GEAR TYPE: <i>TWIN CUSHION WM-5-6</i> COUPLER 'H': <i>(22H7308)</i> YOKE: <i>34071</i> COUPLER CARRIER: <i>C-3102282(BUDD)</i>		ELECTRICAL SYSTEM: <i>HEAD-END POWER</i> BATTERY MODEL & N <sup>o</sup> : <i>EDISON ED-80</i> <i>VOLTAGE: 64 NOMCAP: 80 A.H.</i> LIGHTING: <i>A.C. FLOUR/MKR LTS. PAR-46</i> TRAINLINE RECEPTACLE: <i>480V 27PT.</i> COMM. EQUIP. TYPE: <i>SAF TRAN</i> STANDBY RCPT: <i>N/A</i>	
DIAPHRAGM: <i>B.F. GOODRICH</i>		WATER SYSTEM: <i>GRAVITY</i> TANK CAP.: <i>80 GAL. <input type="checkbox"/> 100 GAL. <input type="checkbox"/></i> COOLER: <i>SUNROC TT5A</i> HEATER: <i>THERMO-TECH EQUIP. 1449</i>	
STEPS: TYPE: <i>FOLDING</i>		REFRIGERATION CONTROL: <i>COPELMATIC</i> COMP. N <sup>o</sup> : <i>TSAM-0050-1AA</i> COND. N <sup>o</sup> : <i>TSAH-0050-1AA</i> <i>FOOD SERVICE ONLY</i>	
		TOILET SYSTEM: <i>KOEHLER DAYTON</i> <i>ELEC. RECIRCULATION</i>	
		<div>  <div> 21000 21889 </div> </div>	











SPECIFICATION DATA		
TYPE: <b>AMCAFE / AMDINETTE</b>	BRAKES: <b>DISC</b>	SCHEDULE: <b>CS-1</b>
BUILDER: <b>BUDD</b>	CONTROL VALVE TYPE: <b>26-C</b>	HEATING, VENTILATING & AIR CONDITIONING
FOR: <b>AMTRAK</b>	QUICK SERVICE: <b>A-1</b>	TYPE: <b>ELECTRO-MECHANICAL</b>
DATE: <b>JUNE, 1977</b>	RELAY VALVE TYPE: <b>J-1</b>	CONTROLS: <b>VAPOR</b>
BODY CONSTRUCTION: <b>STAINLESS STEEL</b>	ANTI-SLIDE TYPE: <b>WABCO - E5</b>	HEATING TYPE: <b>FORCED AIR - ELECTRIC</b>
REVENUE CAPACITY: <b>AMCLUB - 33</b>	CYLINDER SIZE: <b>8 IN.</b>	A.C. TYPE: <b>ELECTRO-MECHANICAL</b>
REVENUE CAPACITY: <b>AMDINETTE - 23 C</b>	PAD: <b>UIC TYPE 400 SQ. CM - 25MM THK.</b>	CAR N <sup>o</sup> s: <b>20011-20213</b>   <b>21180-21399</b>
CAR C.G. - <b>61.8</b>	HAND BRAKE: <b>PEACOCK 1040-I-NS</b>	21046-21179
TRUCK-TYPE: <b>COIL &amp; AIR SPRINGS</b>	ELECTRICAL SYSTEM: <b>HEAD-END POWER</b>	VENDOR: <b>SAFETY</b>
WHEEL DIA: <b>36 IN.</b>	BATTERY MODEL & N <sup>o</sup> : <b>EDISON ED-80</b>	MODEL N <sup>o</sup> : <b>257</b>
JNL SIZE: <b>6-1/2 X 12 BRG-AP-CLASS</b>	VOLTAGE: <b>64 NOMCAP: 80 A.H.</b>	COMP. N <sup>o</sup> : <b>B3740</b>
BOLSTER SPRING N <sup>o</sup> : <b>12A-4000001</b>	LIGHTING: <b>A.C. FLOURMKR LTS: PAR-46</b>	WATER SYSTEM: <b>GRAVITY</b>
SHOCKS: VERT. N <sup>o</sup> : <b>20A-4000004</b>	TRAINLINE RECEPTACLE: <b>480V 27PT.</b>	TANK CAP: <b>80 GAL.</b> <input type="checkbox"/> <b>100 GAL.</b> <input type="checkbox"/>
LATL. N <sup>o</sup> : <b>20A-4000006</b>	COMM. EQUIP. TYPE: <b>SAF TRAN</b>	COOLER: <b>SUNROC TT5A</b>
WEIGHT: <b>A' END 55,500 B' END 54,640</b>	STANDBY RCPT: <b>N/A</b>	HEATER: <b>THERMO-TECH EQUIP. 1449</b>
DRAFT GEAR TYPE: <b>TWIN CUSHION WM-5-6</b>	REFRIGERATION CONTROL: <b>COPELMATIC</b>	TOILET SYSTEM: <b>KOEHLE DAYTON</b>
COUPLER 'H' ( <b>22H7308</b> ) YOKE: <b>34071</b>	COMP. N <sup>o</sup> : <b>TSAM-0050-1AA</b>	ELEC. RECIRCULATION
COUPLER CARRIER: <b>C-31-02282 (BUDD)</b>	COND. N <sup>o</sup> : <b>TSAM-0050-1AA</b>	
DIAPHRAGM: <b>B.F. GOODRICH</b>	FOOD SERVICE ONLY	
STEPS: TYPE: <b>FOLDING</b>		
		<b>Amtrak</b>   <b>20000-053</b>
		National Railroad Passenger Corporation   <b>20200-233</b>

